

ABE GRUBER TO THEATRE MEN

THE LITTLE COLONEL THE HIT OF THEIR ANNUAL DINNER.

Verse for Little Tim and Good Advice for Augustus Thomas. Why Tries to Josh Him—President Burnham on Shakespeare—The Gerry Society Renamed.

Will Shakespeare and Abe Gruber were the principal topics discussed last night by the Association of Theatre Managers, at their fourth annual dinner at the Hotel Knickerbocker. The Bard was panned right and left—even Politician Gus Thomas of New Rochelle hadn't a word to say in his defense—but when they started in to Josh Col. Abe they got as good as they gave.

Little Tim of the Sullivan made a facetious remark or two about Abe and five minutes later was hiding behind Larry Mulligan and Marco Ravello, because the diminutive Colonel's play is not in demand by the public because the public does not care for the habits of thought and the customs of hundreds of years ago. The theatre, after all, is the home of ideas. All of us have our ideas, which we cannot live up to constantly. It would be too expensive, but we can see them presented on the stage and receive enlightenment at the same time.

Senator Grady said he was glad to hear that the financial depression was over. "There may be a chance of picking up something in the circles where we move," he added, and then after the laugh he always gets with that speech he went on to say: "You can judge how dull things are in Albany when you see both McCarren and myself down here." [Laughter.]

I am especially pleased to hear that my friend Gruber is to be promoted. Gruber always comes to see me when he is in Albany, and I may say that success always attends our efforts. [Laughter.]

Nothing would induce me to vote the Republican ticket—except the possibility of Gruber being made Secretary of the Treasury. When he gets that job I move to Washington. [Laughter.]

Mr. Gruber addressed the members of the Gerry Society. Just so there'll be no mistake in the public mind I'll leave the Treasury before Abe when it comes time to make a getaway. [Laughter.]

Senator Grady talked about the shows he used to see on the Bowery when he was a kid and hoped that the theatre managers would remember him.

"You needn't send a carriage after me, as you do for the children," he said. "I'll take my own car." [Laughter.]

Mr. Gruber said he called his "supper turn on the bill," and then Senator Pat McCarren talked briefly. Senator Martin said he had something to say about his bill to wipe out ticket speculation and Edward Lauterbach finished the speech-making by handing bouquets right and left.

ARMY OFFICERS RETIRED.
They Failed to Take the President's Horse-ship Test.

WASHINGTON, Jan. 23.—The War Department today announced the action of the retiring boards which recently acted upon the cases of the officers who failed to take the prescribed horse-ship test for various reasons. Col. William L. Marshall, the Engineer officer who had charge of the work of drafting the new Ambrose Channel, will not be placed on the retired list provided he makes a formal request that he be excused from the riding test under the terms of the President's order modifying the original law.

Col. J. M. Marshall, Assistant Quartermaster-General, Major Z. B. Vance, Fifth Infantry, Major General Palmer, Twenty-first Infantry, Major P. M. B. Travis, Eleventh Infantry, Major H. M. Hallcock, Surgeon, Chaplain, and Major J. H. Beaman, Coast Artillery Corps. These officers will be retired at present.

Lieut. Col. W. W. Robinson, Deputy Quartermaster-General; Lieut. Col. O. M. Smith, Major-General, Ordnance Department, professor of ordnance and gunnery, United States Military Academy.

Col. H. L. Harris, Coast Artillery Corps, has been allowed to take the horse-ship test as soon as possible, if pronounced fit by his attending physician.

Col. H. M. Adams and Lieut. Col. William T. McGowan, the Engineer Corps, have been retired provided they request to be excused.

CONGRESSMAN REMINISCENT.
Sam Powers's First Speech in the House.

WASHINGTON, Jan. 23.—While the House was enjoying the lethargy of general debate in committee of the whole on the state of the Union to-day, Chairman Lawrence fell into a reminiscent mood.

"This thing," he said, "reminds me of Sam Powers's first speech in the House. He had got control of half an hour on an occasion like this and struggled through an expression of his opinions on the state of the Union. He was a good deal of a philosopher as well as a man of wit, and he came up to the desk—I was in the chair—and said, interrogatively: 'I think I got a pretty well'."

"First rate," I replied.

"There were eleven members when I began, and I lost only three of them."

Movements of Naval Vessels.
WASHINGTON, Jan. 23.—The cruiser Des Moines has arrived at New York and the cruiser Chattanooga at Cavite.

The collier Sterling has sailed from Rio de Janeiro for Hampton Roads via San Juan, and the collier Hiram, under command of Machias from Key West for New York, the yacht Eagle from St. Marc for San Francisco, the battleship Nebraska from San Francisco for Manila Bay, and the torpedo boat destroyers Whipple, Hopkins, Hull, Stewart, Lawrence and Truxtum from Rio de Janeiro for Buenos Ayres.

Indians Claim Lands Worth a Million.
WASHINGTON, Jan. 23.—In connection with a bill filed in the District Court to-day by Gus H. Beulieu of the Chippewa tribe, Secretary of the Interior Gilchrist has ordered to receive cause why he should not be enjoined from issuing patents to the State of Minnesota for some 100,000 acres of timber land near White Earth, Minn., claimed by the Chippewa Indians.

The bill alleges that the Secretary has approved the State's claim to the lands and unless enjoined would deprive the Indians of trust lands worth at least a million dollars.

Army Promotions.
WASHINGTON, Jan. 23.—The President to-day sent these nominations to the Senate: Coast Artillery Corps—Lieutenant Colonel to Colonel, John R. Williams; Major to Lieutenant Colonel, William C. Rafferty; Captains to be Majors, Henry D. Todd, Jr., and Thomas W. Winston; First Lieutenant to be Captains, Richard D. Marshall and John G. Stacey.

Our Naval Militia Gets the Gunboat Wasp.
WASHINGTON, Jan. 23.—The Navy Department has decided to order the gunboat Wasp to duty with the New York naval militia to succeed the Newark. This action was taken at the request of the militia authorities, who desired a smaller vessel than the Newark. The Wasp is now at the New York Navy Yard.

Readjustment for Bids for Army Ballroom.
WASHINGTON, Jan. 23.—The War Department to-day readjusted for bids for the construction of a ballroom for the use of the army, and fixed Feb. 15 as the day for opening bids.

The specifications call for a hydrogen gas balloon, the general dimensions and shape to be left to the bidder, except that it must exceed 120 feet in length.

TAWNEY SOUNDS ALARM NOTE

SAYS THE ESTIMATES FOR 1908 MUST BE REVISED

Or There Would Be a \$100,000,000 Deficit at the End of the Year—Falling Off in Customs Revenues of \$11,000,000 in Last Two Months—No Tariff Revision.

WASHINGTON, Jan. 23.—The House to-day in committee of the whole took up the urgent deficiency bill reported yesterday. It carries a total of \$24,174,450. In presenting the views of the committee Mr. Tawney, chairman of the Committee on Appropriations, said that unless the estimates of expenditures for the year 1908 submitted by the several executive departments were revised they would involve the Government in a deficiency of at least \$100,000,000. He presented a series of tables of estimated receipts and expenditures demonstrating therefrom a probable deficiency ranging from \$100,000,000 to \$150,000,000, according to the manner of treating \$30,000,000 to be spent on the Panama Canal and \$25,000,000 on account of redemption of national bank notes, really not chargeable to current receipts.

To Mr. Boutwell of Illinois Mr. Tawney admitted that his calculation of expenditures included \$50,000,000 on account of the sinking fund appropriation, on which account no payments had been made and none was likely to be made in the next fiscal year. As thus amended Mr. Tawney's estimate of the probable deficiency was reduced to \$50,000,000, and this, too, he said, admitted of no new authorization of public works or other civil improvements.

He called attention to the probable expenditures for the military and naval establishments, which he said would amount to one-fourth of the total to be expended for governmental purposes, and exceeded the total expenditure of any year prior to 1890.

Many questions were put to Mr. Tawney. To Mr. Mann of Illinois he said that always preceding a revision of the tariff there was a falling off in customs receipts, so that if the Democrats came into power in 1909 they would likely face an empty Treasury.

Mr. Livingston (Dem. Ga.)—Do you guarantee a revision of the tariff in case the Republican party retains its power?

Mr. Tawney—No; nor do I guarantee a revision if the Democratic party should come into power. [Laughter.]

He said that since the financial depression of last fall set in there had been a falling off of the receipts of the Government, so much so that the Treasury had a surplus of \$28,000,000 in the Treasury, to-day there is a deficiency of \$13,500,000 on the year's business. A study of postal receipts preceding and following the panic of 1873 and 1893, Mr. Tawney said, satisfied him that the increase of postal revenue next fiscal year estimated by the Department could not be relied upon.

He said that the House of Representatives in answer to questions Mr. Tawney said that the Treasury Department had informed the committee that there had been a falling off in the customs revenue of \$11,000,000 during the last two months. The Department estimated, however, that when goods now stored in warehouses were sold off this fall the revenue would be \$10,000,000 more.

The Department, he said, believed that the falling off was due to the inability of importers to obtain money for the purpose of making their shipments.

Those who will be better off, he said, "but I believe there has been a falling off of consumption, and if this continues it will affect the revenue of the Treasury for this fiscal year and also for next year."

Mr. Davis of Minnesota wanted to know if a Republican revision of the tariff downward would not increase the revenue.

Mr. Tawney replied that that would depend upon the scientific adjustment of all the questions involved. Whatever opinion he might have on the subject would be purely speculative.

Mr. Davis—I mean a revision such as a Republican Congress would be likely to make—scientific in character.

Mr. Fitzgerald (Dem. N. Y.)—I would like to ask the chairman of the committee if he thinks that the Republican party, or any other party, could so revise the tariff as to produce sufficient revenue to meet the extravagant expenses of this administration.

Mr. Tawney—I leave the gentleman to answer that himself.

Mr. Tawney intimated that the reductions in expenditures should be made in the navy and army appropriations bills. The Navy and War departments, he said, had asked for \$75,000,000 in excess of current appropriations.

Mr. Tawney criticized the method of making appropriations pursued in the House, which he characterized as most unbusinesslike.

"If," he said, "we had appropriated a sum of money sufficient to fortify Pearl Harbor and perhaps Manila Bay we would not be talking so much and hearing so much about a few million dollars."

He devoted the greater part of his speech to a description of conditions in the Canal Zone as observed by him and fellow members of the Committee on Appropriations on the occasion of their recent visit there. He said it had become possible for the United States to dig the canal because normal tropical climatic conditions had been largely overcome and tropical fevers absolutely wiped out.

Taking advantage of the opportunity offered on the occasion of his first speech in the House, Mr. Tawney said that he carried also a letter from the people of the State to those members whose votes had been admitted to the Union the youngest and greatest of the States.

He proceeded to paint in glowing colors the phenomenal growth of Oklahoma and her present achievements, all the result of less than a score of years of effort.

Mr. Adams (Dem. Ind.) addressed the committee advocating legislation for the relief of currency conditions. He declared that the bill for the relief of the currency was not only the Wall Street gamblers and was called to order by the chairman for making an unparliamentary allusion to a member of the Senate.

The committee here rose and at 4:40 o'clock the House adjourned until tomorrow.

Our Naval Militia Gets the Gunboat Wasp.
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BONAPARTE OFFENDED.

Wouldn't Attend Banquet of Trade Banquet Because It Criticized "My Policies."

WASHINGTON, Jan. 23.—Attorney-General Bonaparte apparently took offense at insinuations contained in resolutions adopted by the National Board of Trade that the Administration policies were responsible for the recent financial panic. The Attorney-General was invited to deliver an address at the banquet given by the national board last night, but at the last minute he sent his regrets.

It is the belief of the officers of the board that Mr. Bonaparte was incited to withdraw his engagement by reason of the report of the advisory committee, which was in substance that the Federal Administration was to blame for the disturbances of business and commerce during the last few months. That many members of the national organization are hostile to the Administration was shown repeatedly in the course of the banquet.

President Frank D. La Londe of Philadelphia, speaking of the proposal that amendments should be made to the railroad rate act, said:

It seems to your president that the present time is not propitious to impose upon carriers any additional legislation that might be construed as inimical to them. So much has been said in the last few days as to the effect of the tariff on the public that the public has to a great extent become alarmed. It has produced a financial panic and likewise restricted sound business.

It should be the effort of the carriers and the public to restore confidence so that business will resume its normal condition and the year of 1908 be a prosperous one.

This utterance was followed by the reports of the advisory committee, which read in part as follows:

It is recognized by those in touch with the business world that a fear exists that the many vague insinuations and suggestions as to what is yet to be done to correct real or imaginary wrongs will interfere with the economical and practical handling of business so as to obstruct it and restrict legitimate profits.

The refusal of the Attorney-General to attend the banquet for the reason, as members of the organization believe, that he was picked at criticisms of "my policies" created something of a stir among the 150 or more delegates in attendance.

The national board, which concluded its sessions to-day, went on record in favor of the passage of a law to encourage the upbuilding of the American merchant marine and for an annual appropriation of \$50,000,000 a year for the improvement of our waterways.

It recommended the passage of a law providing for a uniform bill of lading and affirmed the action of the Hague Peace conference of 1906, which provided for a uniform bill of lading to be used by all nations.

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END OF BRIDGE CABLE CARS

LOCAL SERVICE TO BE TURNED OVER TO TROLLEYS MONDAY.

Brooklyn Elevated Lines Will Run Through Six Car Trains to Park Row—Subway Not to Be Equipped With Emergency Tool Outfits—Supt. Hedley's Views.

The old cable cars on Brooklyn Bridge will be replaced on Monday, when the new terminal will be opened, with through six car trains. These trains of the Brooklyn elevated line are now only run to the Brooklyn end of the bridge in the rush hours. Under the new system passengers on the Brooklyn elevated system will now be carried directly from the Manhattan terminal to their destinations without change of cars at the Brooklyn side of the bridge.

The local bridge passengers who have been carried across the bridge on the elevated railroad trains will, after 6 o'clock on Sunday morning, be carried across on a special trolley car service, which will be known as the bridge locals. This service will be operated from loop 5 on the ground floor of the Manhattan station to the two new loops which have been built on the ground floor of the Brooklyn station.

The rate of fare on the local trolleys will be the same as that now charged on the elevated locals—single fare three cents, or two tickets for five cents. To avoid inconvenience to passengers on the bridge locals tickets, which may be bought at loop 5 in Manhattan and at the loops in Brooklyn, will be collected by the trolley cars. The local bridge trolleys will be operated on ninety seconds headway.

The transfer of the local service from the elevated railroad to surface cars will contribute greatly to the comfort of passengers who heretofore have had to climb up and down long flights of stairs.

The Third Avenue trolley cars, which are now accommodated on loop 5 in the Manhattan station, will, beginning Sunday morning, be operated from loop 7, and the Vanderbilt Avenue cars will be transferred from loop 5 to loop 4.

The through trolley car service across the bridge will be increased under a new schedule, which will go into operation early on Monday morning, from 270 to 310 cars an hour in the morning rush hours and from 200 to 220 cars an hour in the evening rush hours.

It is doubtful if the Public Service Commission will make peremptory the order that the subway stations be equipped with trolleys with emergency tools, such as are carried on the steam railroads. The order that the subway stations be equipped with an emergency kit without delay, but it was decided to hold a public hearing on the matter.

The hearing was held yesterday, and at the meeting General Manager Hedley of the Interborough company laid before the commission data showing that twenty subway stations were equipped with wrecking apparatus, such as rearing frogs, jacks, chains and other heavy tools, while every station on the line was provided with a known as an emergency kit for minor accidents.

Mr. Hedley said that the placing of emergency tools on the trains would be a menace to the safety of the subway, and that the placing of such tools on the trains would be a menace to the safety of the subway.

Some of the Commissioners are inclined to agree with the argument presented by Mr. Hedley.

WANTS ITS NAME CHANGED.
Bureau of Information Receiving Inquiries About Politics, Matrimony, &c.

WASHINGTON, Jan. 23.—Oscar S. Straus, Secretary of Commerce and Labor, and Frank P. Sargent, Commissioner-General of Immigration, are tearing their hair over the annoyances arising from the misapprehension in the public mind as to the functions of the Division of Information, which was created by Congress to take charge of the country where they are needed.

People throughout the United States are writing the Division of Information on every conceivable subject. Inquiries are made for information on the proper remedies for coughs, colds or hoarseness; whether it is the proper thing to get married, and who are to be nominated for President by the Democratic and Republican parties.

A man out West wanted the chief of the Division of Information to write him a letter stating that he was a confirmed young woman in New York city asked what premiums are paid for old coins. Here is a gem received to-day from a hatched person in New York city.

"I want a servant girl. If she suits I will marry her. She must be amiable of disposition, beautiful of person, tractable under all circumstances and willing to work."

Chief T. V. Powderly of the Division of Information wants the name of the branch of the service over which he presides placed on the subject, and he wants it changed in a hurry.

JUDGE GROSSCUP VINDICATED.
Supreme Court Affirms Validity of Chicago Traction Reorganization Plan.

WASHINGTON, Jan. 23.—The Supreme Court to-day denied the application of Nelson Thomason, Jr., and other minority stockholders of the Chicago traction companies for an appeal from the action of Judge Grosscup in confirming the reorganization of the companies as the Chicago Traction Company under the recent ordinance of the Chicago City Council.

The petitioners as ground for the appeal alleged that Judge Grosscup of the Federal court for the Northern District of Illinois, in whose custody four of the companies have been under receivership for four years, was not competent to pass on their proposed reorganization plan because he had been actively engaged in promoting it and in obtaining from the city the necessary authority for the consolidation of the various lines. They also contended that the reorganization plan was illegal because the percentage of gross receipts to be paid the city under the ordinance was confiscatory and that it practically wiped out a considerable amount of stock in three of the companies. The effect of to-day's action is practically to affirm the validity of the reorganization plan.

New Postmasters in This State.
WASHINGTON, Jan. 23.—The President to-day sent the following nominations to the Senate:

To be Postmasters in New York State—William Frank Lewis, Arcadia; Henry B. Flag, Atiquanque; John B. Moore, Danville; Robert Nathaniel Roberts, Lockport; George M. Nelson, Barker.

These five postmasters are now serving under recess commissions, having been appointed early in the summer. They were the candidates of Representative Peter A. Porter, whose district includes these towns.

Mr. Porter defeated J. W. Wadsworth in the last election and just before the expiration of his term Wadsworth recommended the reappointment of the incumbents of the five offices. The nominations, however, were held up at the White House until after March 1, when Mr. Porter's term began, and then five men recommended by him were appointed, displacing the Wadsworth men who were holding the offices.

It is not known what course the New York Senators will take with regard to the nominations, as the matter has not yet been taken up in the Senate. It is probable, however, that their confirmation will be at least indefinitely delayed.

Men's Overcoats and Suits

\$1.75

At

Reduced from \$15, \$10, \$17, \$12, \$20, \$22, \$25.

The most sensational movement in the history of men's clothes retailing—a sale marked by the unparagoning lowering of prices and the high quality of the garments involved. No thought of profits, but to the quickest method of disposing of a great surplus stock, resulting from an unusual season.

WM. VOGEL & SON

Broadway

Houston Street

CASE AGAINST STANDARD OIL.

Government to Rely on Secret Rebates to Dissolve the Corporation.

WASHINGTON, Jan. 23.—That the Government intends to have its case to dissolve the Standard Oil Company on information collected by agents of the Bureau of Corporations, tending to show that that concern was enabled to control the petroleum market and practically enjoyed a monopoly of the business through secret rebates granted by the railroads, was made plain to-day at a hearing continued from New York and given by Judge Ferris, the examiner appointed by the Federal Circuit Court in St. Louis. A strong array of legal counsel was present when Judge Ferris announced that he was ready to proceed to day. Frank B. Kellogg of St. Paul represented the Government, while John S. Millard and Morris Rosenthal of New York and John S. Miller of Chicago appeared for Standard Oil.

At hearings heretofore held by Examiner Ferris counsel for the Government has contented itself with presenting testimony relative to the ownership of Standard Oil and matters relating to the charter of the company. To-day the Government laid bare its case, and it is the expectation here that some very serious and marked proceedings incident to the taking of the testimony in what is regarded as the greatest anti-trust prosecution undertaken by the Roosevelt administration.

It was contended that the Standard Oil Company and certain railroads willfully violated the law aimed at rebates, that secret rebates were paid to Standard Oil and that undue advantages were given the company over competitors in the transportation of its products.

E. Dana Dwyer, Deputy Commissioner of Corporations, who under the direction of former Commissioner James R. Garfield took a leading part in the investigation into the operations of Standard Oil, was the only witness heard to-day. Mr. Durand has a marvelous head for figures. He recalled from memory frequently to-day the tariffs he had seen Standard Oil receive, and proved an admirable witness for the Government.

Mr. Durand said he found during his inquiry into Standard Oil methods that the Standard Oil Company had two rates where that company was concerned. One was filed with the Interstate Commerce Commission and was imposed for the shipment of products of Standard's competitors. The other was a secret rate, filed for the sole benefit of the Standard Oil Company. It was imposed for the shipment of products of Standard's competitors.

It was stated that the Standard Oil Company was the largest oil producer in the United States, and that it controlled the oil business in the United States. It was also stated that the Standard Oil Company was the largest oil producer in the United States, and that it controlled the oil business in the United States.

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